



Report To: Greater Cambridge City Deal Executive Board

9 June 2016

Lead Officer: Graham Hughes, Cambridgeshire County Council

Workstream ref.: 16 – Cross City Cycling

Cross City Cycling

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting in January 2015 that Cross-City Cycle Improvements should form part of the City Deal prioritised programme. The proposed priority cross-city cycle schemes represent strategic links along key desire lines, linking to employment and growth sites.
2. In August 2015 the Board endorsed the choice of five schemes to take forward to public consultation, in view of the outcomes of a stakeholder event held in March 2015. This report summarises the results of the public consultation and recommends the next steps.

Recommendations

3. The Board is asked to:
 - a) Note the results and key issues arising from the public consultation;
 - b) Increase the funding allocated to the schemes due the expansion of scope;
 - c) Continue localised discussions over trees, hedges and boundaries;
 - d) Give approval to implement all five schemes, subject to a few minor changes and areas where some further consultation is required, as per the summary table below:

Scheme	Recommendation	Future Board Decisions
Fulbourn Road & Cherry Hinton Eastern Access	Implement scheme as consulted on, with minor changes	None
Hills Road & Addenbrooke's Corridor	Implement scheme with option of improved contraflow cycle lane on south side, and diagonal movement through junction. Omit proposed banned turn into Queen Edith's Way from Long Road. Consult further on improvements in Long Road.	None

Links to East Cambridge and National Cycle Route 11	Scheme to be implemented following further engagement with Fen Ditton Parish Council on aspects of the design.	None
Arbury Road	Implement scheme as consulted on, including experimental closure for Mansel Way	Determine objections to experimental closure of Mansel Way, Jan' 2018
Links to Cambridge North Station and Science Park	Implement works in Green End Road (Milton Road to Nuffield Road) with option of uni directional lanes on each side. Consult further on improvements in Nuffield Road. Advertise TRO for Green End Road (Nuffield Road to Chesterton High Street)	Determine objections to TRO, Dec' 2016

- e) Delegate approval of detailed final scheme layouts to the Executive Director Economy Transport and Environment in consultation with the Chairman and Vice-Chairman.

Consultation

4. The consultation was undertaken in January and February 2016. Over 1,100 responses were received. Generally there was good support, with some localised issues emerging.
5. The five schemes consulted on are shown on **Plan 1**. More details of the proposals consulted on can be seen at www.tinyurl.com/zjpdx3f
6. A leaflet and questionnaire were distributed to homes in the areas affected, along with other publicity placed in libraries and GP surgeries. Details were sent via Parentmail to a number of schools, and details were sent to stakeholders and statutory consultees.
7. Seven public drop in sessions were held. The Project Team utilised other opportunities to engage with the public including Fen Ditton Parish Newsletter and a lunch time event at Long Road Sixth Form College.
8. The proposals were also discussed at Cambridgeshire County Council's monthly Cycling Stakeholder Group meeting which includes representatives from Cambridge Cycling Campaign, Sustrans, CTC Cambridge, Addenbrooke's, Cambridge University, Cambridge City Council and South Cambridgeshire District Council. The proposals were reviewed by the County and City Walking and Cycling Liaison Group.
9. 1,101 consultation responses were received. The results can be seen at: <http://tinyurl.com/zjpdx3f>

Fulbourn Road/Cherry Hinton Eastern Access

10. This scheme involving raised segregated lanes and wide shared use paths was well supported, though based on some useful comments made, the location of pedestrian crossings will be amended, and some lengths of shared use path will be widened. There is likely to be considerable growth in levels of cycling as more staff move to ARM's site, and thus access points and other minor changes have been made to ensure that cycling is as safe and attractive as possible in this area.

Hills Road/Addenbrooke's Corridor

11. The consultation revealed a preference to replace the current off-road foot/cycleway with a segregated contraflow cycle lane, and separate footway, on the south side that links to Addenbrooke's, and to amend the junction to facilitate the diagonal movement across the junction. The consultation also highlighted a significant number of cyclists who access the Addenbrooke's site via Adrian Way and Robinson Way, off Long Road. It is proposed to extend the scheme into Long Road to encompass these access points to the hospital and biomedical campus sites. Further localised consultation will be required.
12. There were significant and strong objections (47% opposed) to the proposal to ban left turns into Queen Edith's Way from Hills Road, due to the fear of traffic 'rat running' in more residential parallel and adjacent streets, a view supported by local members. Furthermore, conflict between cyclists going straight on and vehicles turning left was not raised as an issue in the consultation responses. It is therefore proposed to omit this aspect of the scheme.

Links to East Cambridge and National Cycle Route 11

13. There was general support for the package of measures proposed. The scheme details will be finalised after further liaison with Fen Ditton Parish Council who have a few concerns such as the finish detail for the new retaining wall and the width of the path near the village sign. Officers are working with residents to resolve some issues where trees have been planted and walls extended onto what appears to be public highway.

Arbury Road

14. There was also good support for the removal of mini roundabouts and a layby, and the introduction of raised cycle lanes and segregation of pedestrians and cyclists included in the Arbury Road scheme. The consultation results showed a high level of support to extend the scheme to Milton Road, and this could be considered for development and future funding.
15. The most contentious aspect of the proposals was the closure of Mansel Way/Arbury Road to general traffic. Although this was generally supported, there was some concern from a number of businesses from the nearby Arbury Court shopping area and the City Council's Property Department that the proposal may impact trade and access. This measure would remove one set of traffic signals on Arbury Road and make Mansel Way a quieter route for walking and cycling. A shopping survey has taken place which revealed less than 30% of shoppers travel by car. It is recommended that this is implemented as an experimental closure with further consultation during the experiment, to enable a final decision to be made in the future by the City Deal Board.

Links to Cambridge North Station and Science Park

16. This scheme effectively falls into three sections, two of which received clear support in the consultation process. There was strong support to implement the option of uni directional, segregated cycle lanes on each side of Green End Road in the wider length, north of Nuffield Road junction. The public also supported the introduction of advisory cycle lanes and double yellow lines in the southern section linking to Chesterton High Street, though it is anticipated that there will be some objections once parking restrictions are formally advertised.

17. In Nuffield Road there was 60% support for a wider shared use path, but strong opposition to it from the local County Councillor and Cambridge Cycling Campaign. There was some opposition (33%) to the removal of trees on the north side and the removal of the wall. Since the consultation, the idea of a two way segregated cycle facility on the south side has been developed by the Project Team, and so it is felt that a further consultation confined to Nuffield Road, but including its junction with Green End Road is required. A Nuffield Road consultation could be combined with a start of works information event for the well supported elements in Green End Road.
18. Some localised discussions are ongoing on most of the schemes regarding the need to remove trees and hedges in a few places. In all instances, working with the City Council's Landscape Architects and Tree Officers the objective is to install new trees and hedges close to where existing ones are removed in all instances.

Budget and Programme

19. Originally £4m was allocated towards the schemes. This was allocated before the locations and scope of the schemes was identified and was very much a high level early estimate. It was considered better to include comprehensive proposals for each scheme for consultation purposes, and in some cases to extend the original scope and extent of each scheme. Within the consultation, comments were made that several schemes should be extended even further (Hills Road/Long Road, Fulbourn Road and Arbury Road). To deliver the schemes to the fullest scope and the highest standards, providing good quality infrastructure in accordance with the City Deal aspirations, a further £4m of City Deal funding will be required.
19. It is considered that given the substantial range of costings for the options currently being assessed for other City Deal projects and the potential challenges to their delivery, the increase in the allocation can be accommodated, and that the opportunity for early delivery of high quality schemes should be taken. It should be noted that to date £800,000 of S106 contributions have been secured towards the Cross City Cycling schemes.
20. The alternative to the additional City Deal funding, would be to reduce the number of schemes to two or three. Maintaining the number of schemes but reducing the quality and standards to meet the budget allocation is not considered to meet the objectives of City Deal to build high quality facilities that will encourage more people to cycle.
21. The nature, value and location of the schemes means that work can commence in 2016, with substantial completion of the entire package by mid 2018.

Summary

22. It is recommended that the City Deal Board supports the implementation of all five schemes subject to minor changes and addressing a number of localised concerns.
23. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Determination of schemes to be taken forward	Complete

3	Preliminary design	Complete
4	Public consultation and exhibitions	Complete
5	Board approval to construct schemes	June 2016
6	Traffic Regulation Orders (TROs), detailed design, further consultation on specific elements and preparation of contract documents	Summer 2016 to early 2017
7	Construction of standalone schemes	Late 2016 - 2018

Risks, Implications and Next Steps

24. Compared to other Tranche 1 projects, Cross City Cycling is relatively low risk. The key project risks in terms of delivery within budget and with completion by April 2020 are the need to relocate or protect statutory undertakers plant and the difficulties associated with working on the current road network without causing undue delays.
25. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues there are no significant implications.
26. The next steps are:
- Finalise designs
 - Conclude localised discussions on detail
 - Advertise Traffic Regulation Orders where necessary
 - Undertake further targeted consultation on some elements
 - Mobilise contractors

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City Deal Cross City Cycle Improvements

